

STRAFFORD

Regional Planning Commission

January 16, 2026

Tobey Reynolds, Assistant Director of Project Development
New Hampshire Department of Transportation
PO Box 483
Concord, NH 03302-0483

RE: 2025-2028 S/TIP Amendment #3

Dear Mr. Reynolds:

This letter is to inform you that at its meeting held on Friday, January 16, 2025 the Strafford Metropolitan Planning Organization (Strafford MPO) Policy Committee approved Amendment #3 to the Strafford Metropolitan Planning Organization's *2025-2028 Transportation Improvement Program (TIP)*. This amendment contained project changes that impacted various transportation projects and programs in the Strafford Region.

Amendment #3 was approved following a public input process as stipulated in federal law and the NH STIP revision procedures as agreed upon through the Interagency process. A public comment period began on **Monday, January 5, 2026**, and completed on **Friday, January 16, 2026** at a public hearing held at the Strafford RPC Commission meeting. The Strafford RPC Commissioners voted in-favor of approving the proposed amendment.

On July 20, 2013, all of New Hampshire became unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS). On April 6, 2015, the 1997 8-Hour Ozone NAAQS was revoked for all purposes, including transportation conformity, thus alleviating the Boston-Manchester-Portsmouth (SE) NH area from having to demonstrate the conformity of transportation plans. However, due to a decision of the U.S. Court of Appeals for the District of Columbia Circuit (South Coast Air Quality Management District v. EPA), as of February 16, 2019, transportation conformity for the 1997 ozone NAAQS again applies in the Boston-Manchester-Portsmouth (SE) NH "Orphan Area. Transportation conformity no longer applies to the ozone NAAQS in New Hampshire in accordance with the "geographic applicability" of the transportation conformity rule at 40 CFR 93.102(b). On Oct. 16, 2015, the EPA issued a final rule reducing the NAAQS standard for ozone to 70 ppb from the previous 75 ppb. The region was still in compliance with the new standard, so this ruling did not affect the development of the Strafford MPO TIP.

University of New Hampshire Wildcat Transit and the Cooperative Alliance for Seacoast Transportation have adopted Strafford RPC's Transportation Improvement Program and Public Participation Plan for the development and maintenance of their Program of Projects (POP). As required in 49 CFR 613, 23CFR 450, and FTA Circular 9030.1E, this publication serves as notice that the public involvement activities and time established for public review and comment on the TIP will satisfy the POP public review requirements of the Section 5307 Program for public transportation providers.



The amendment and public notice of resulting changes are attached to this letter and were available at the Strafford Regional Planning Commission office, Rochester, Somersworth, and Dover Public Libraries, and on the SRPC website: www.strafford.org.

The approval of TIP Amendment #3 by the Strafford MPO Policy Committee officially amends the Strafford MPO *2025-2028 TIP* and the *2025-2050 Metropolitan Transportation Plan*.

Sincerely,

A handwritten signature in black ink, appearing to read "Jennifer Czysz", with a long horizontal flourish extending to the right.

Jennifer Czysz, AICP, Executive Director
Strafford Regional Planning Commission
cc: Strafford MPO Technical Advisory Committee and Policy Committee, NH MPO's

Table of Contents

44349 Durham	2
Recreation Trails Program	4
43552 Rochester	7
45271 Tech Transfer Center	9
Statewide Fiscal Constraint	10

44349 - DURHAM

State ID: 44349 Lead Agency: Muni/Local Project Type: To Be Assigned Performance Measures: -

Functional Classification: NA

Project Description: Upgrade 4-way-inters. to improve service,safety&reduce wait times with road redesign or roundabout

Regional Planning Commission: SRPC Clean Air Code: ATT Regionally Significant: No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	Congestion Mitigation and Air Quality Program	\$0	\$0	\$0	\$250,560	\$87,195	\$0	\$337,755
PE	Towns	\$0	\$0	\$0	\$62,640	\$21,799	\$0	\$84,439
Total PE		\$0	\$0	\$0	\$313,200	\$108,994	\$0	\$422,194
ROW	National Highway Performance	\$0	\$0	\$0	\$0	\$8,719	\$0	\$8,719
ROW	Towns	\$0	\$0	\$0	\$0	\$2,180	\$0	\$2,180
Total ROW		\$0	\$0	\$0	\$0	\$10,899	\$0	\$10,899
CON	National Highway Performance	\$0	\$0	\$0	\$0	\$0	\$2,851,105	\$2,851,105
CON	Towns	\$0	\$0	\$0	\$0	\$0	\$712,776	\$712,776
Total CON		\$0	\$0	\$0	\$0	\$0	\$3,563,881	\$3,563,881
Total Future Costs		\$0	\$0	\$0	\$0	\$0	\$3,563,881	\$3,563,881
Total Programmed		\$0	\$0	\$0	\$313,200	\$119,893	\$3,563,881	\$3,996,974

Previously Approved Amendment 44349 - DURHAM

State ID: 44349 Lead Agency: Muni/Local Project Type: To Be Assigned Performance Measures: -

Functional Classification: NA

Project Description: Upgrade 4-way-inters. to improve service,safety&reduce wait times with road redesign or roundabout

Regional Planning Commission: SRPC Clean Air Code: - Regionally Significant: -

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	Congestion Mitigation and Air Quality Program	\$0	\$0	\$100,800	\$45,101	\$0	\$0	\$145,901
PE	Towns	\$0	\$0	\$25,200	\$11,275	\$0	\$0	\$36,475
Total PE		\$0	\$0	\$126,000	\$56,376	\$0	\$0	\$182,376
ROW	Congestion Mitigation and Air Quality Program	\$0	\$0	\$0	\$8,352	\$0	\$0	\$8,352
ROW	Towns	\$0	\$0	\$0	\$2,088	\$0	\$0	\$2,088
Total ROW		\$0	\$0	\$0	\$10,440	\$0	\$0	\$10,440
CON	Congestion Mitigation and Air Quality Program	\$0	\$0	\$0	\$0	\$896,363	\$0	\$896,363
CON	Towns	\$0	\$0	\$0	\$0	\$224,091	\$0	\$224,091
Total CON		\$0	\$0	\$0	\$0	\$1,120,454	\$0	\$1,120,454
Total Programmed		\$0	\$0	\$126,000	\$66,816	\$1,120,454	\$0	\$1,313,270

CURRENT CHANGE REASON	N/A
PROJECT CHANGES	Plan Revision Name changed from "June 2025 Minors" to "25-28 Amendment 3"
FUNDING CHANGES	<p>Congestion Mitigation and Air Quality Program</p> <ul style="list-style-type: none"> + Increase funds in FY 2027 in PE from \$100,800 to \$250,560 + Increase funds in FY 2028 in PE from \$45,101 to \$87,195 - Decrease funds in FY 2027 in ROW from \$8,352 to \$0 - Decrease funds in FY 2028 in CON from \$896,363 to \$0 <p>Towns</p> <ul style="list-style-type: none"> + Increase funds in FY 2027 in PE from \$25,200 to \$62,640 + Increase funds in FY 2028 in PE from \$11,275 to \$21,799 + Increase funds in FY 2028 in ROW from \$2,088 to \$2,180 + Increase funds in FY 2030 in CON from \$224,091 to \$712,776 <p>National Highway Performance</p> <ul style="list-style-type: none"> + Increase funds in FY 2028 in ROW from \$0 to \$8,719 + Increase funds in FY 2030 in CON from \$0 to \$2,851,105
FEDERAL PROJECT COST	Increased from \$1,050,616 to \$3,197,579 (204.35%)
TOTAL PROJECT COST	Increased from \$1,313,270 to \$3,996,974 (204.35%)

RCTRL - PROGRAM

State ID RCTRL	Lead Agency Other	Project Type To Be Assigned	Performance Measures -
Functional Classification NA			
Project Description RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY			
Regional Planning Commission -	Clean Air Code ALL	Regionally Significant No	

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	DNCR	\$8,400	\$0	\$0	\$0	\$0	\$0	\$8,400
PE	Non Participating	\$48,000	\$0	\$0	\$0	\$0	\$0	\$48,000
PE	Recreational Trails	\$101,360	\$0	\$0	\$0	\$0	\$0	\$101,360
PE	Toll Credit	\$16,940	\$0	\$0	\$0	\$0	\$0	\$16,940
Total PE		\$174,700	\$0	\$0	\$0	\$0	\$0	\$174,700
ROW	Non Participating	\$100	\$0	\$0	\$0	\$0	\$0	\$100
ROW	Recreational Trails	\$4,312	\$0	\$0	\$0	\$0	\$0	\$4,312
ROW	Toll Credit	\$1,078	\$0	\$0	\$0	\$0	\$0	\$1,078
Total ROW		\$5,490	\$0	\$0	\$0	\$0	\$0	\$5,490
CON	Betterment	\$820,000	\$0	\$0	\$0	\$0	\$0	\$820,000
CON	DNCR	\$385,029	\$0	\$0	\$0	\$0	\$0	\$385,029
CON	Recreational Trails	\$2,428,044	\$0	\$0	\$0	\$0	\$0	\$2,428,044
CON	Toll Credit	\$221,982	\$0	\$0	\$0	\$0	\$0	\$221,982
Total CON		\$3,855,055	\$0	\$0	\$0	\$0	\$0	\$3,855,055
OTHER	DNCR	\$2,570,104	\$560,000	\$537,634	\$537,634	\$440,191	\$2,510,528	\$7,156,091
OTHER	Recreational Trails	\$10,280,419	\$2,240,000	\$2,150,537	\$2,150,537	\$1,760,764	\$10,042,120	\$28,624,377
Total OTHER		\$12,850,523	\$2,800,000	\$2,688,171	\$2,688,171	\$2,200,955	\$12,552,648	\$35,780,468
Total Prior Costs		\$16,885,768	\$0	\$0	\$0	\$0	\$0	\$16,885,768
Total Future Costs		\$0	\$0	\$0	\$0	\$0	\$12,552,648	\$12,552,648
Total Programmed		\$16,885,768	\$2,800,000	\$2,688,171	\$2,688,171	\$2,200,955	\$12,552,648	\$39,815,713

Previously Approved Amendment RCTRL - PROGRAM

State ID RCTRL	Lead Agency Other	Project Type To Be Assigned	Performance Measures -
Functional Classification NA			

Project Description

RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY

Regional Planning Commission

Clean Air Code

Regionally Significant

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PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	DNCR	\$8,400	\$0	\$0	\$0	\$0	\$0	\$8,400
PE	Non Participating	\$48,000	\$0	\$0	\$0	\$0	\$0	\$48,000
PE	Recreational Trails	\$101,360	\$0	\$0	\$0	\$0	\$0	\$101,360
PE	Toll Credit	\$16,940	\$0	\$0	\$0	\$0	\$0	\$16,940
Total PE		\$174,700	\$0	\$0	\$0	\$0	\$0	\$174,700
ROW	Non Participating	\$100	\$0	\$0	\$0	\$0	\$0	\$100
ROW	Recreational Trails	\$4,312	\$0	\$0	\$0	\$0	\$0	\$4,312
ROW	Toll Credit	\$1,078	\$0	\$0	\$0	\$0	\$0	\$1,078
Total ROW		\$5,490	\$0	\$0	\$0	\$0	\$0	\$5,490
CON	Betterment	\$820,000	\$0	\$0	\$0	\$0	\$0	\$820,000
CON	DNCR	\$385,029	\$0	\$0	\$0	\$0	\$0	\$385,029
CON	Recreational Trails	\$2,428,044	\$0	\$0	\$0	\$0	\$0	\$2,428,044
CON	Toll Credit	\$221,982	\$0	\$0	\$0	\$0	\$0	\$221,982
Total CON		\$3,855,055	\$0	\$0	\$0	\$0	\$0	\$3,855,055
OTHER	DNCR	\$2,570,104	\$560,000	\$313,816	\$313,816	\$313,816	\$2,510,528	\$6,582,080
OTHER	Recreational Trails	\$10,280,419	\$2,240,000	\$1,255,265	\$1,255,265	\$1,255,265	\$10,042,120	\$26,328,334
Total OTHER		\$12,850,523	\$2,800,000	\$1,569,081	\$1,569,081	\$1,569,081	\$12,552,648	\$32,910,414
Total Prior Costs		\$16,885,768	\$0	\$0	\$0	\$0	\$0	\$16,885,768
Total Future Costs		\$0	\$0	\$0	\$0	\$0	\$12,552,648	\$12,552,648
Total Programmed		\$16,885,768	\$2,800,000	\$1,569,081	\$1,569,081	\$1,569,081	\$12,552,648	\$36,945,659

CURRENT CHANGE REASON	N/A
PROJECT CHANGES	Plan Revision Name changed from "July 2025 Minors" to "25-28 Amendment 3"
FUNDING CHANGES	<p>Recreational Trails</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in OTHER from \$1,255,265 to \$2,150,537 + Increase funds in FY 2027 in OTHER from \$1,255,265 to \$2,150,537 + Increase funds in FY 2028 in OTHER from \$1,255,265 to \$1,760,764 <p>DNCR</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in OTHER from \$313,816 to \$537,634 + Increase funds in FY 2027 in OTHER from \$313,816 to \$537,634 + Increase funds in FY 2028 in OTHER from \$313,816 to \$440,191
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Increased from \$36,945,659 to \$39,815,713 (7.77%)

43552 - ROCHESTER

State ID 43552	Lead Agency Muni/Local	Project Type To Be Assigned	Performance Measures -
Functional Classification NA			
Project Description Widen '3,450' from north of Spldg Tpk ramp to Toyota entrance, add signal and sidewalk.			
Regional Planning Commission SRPC	Clean Air Code ATT	Regionally Significant No	

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	Non Par Other	\$0	\$0	\$53,000	\$0	\$0	\$0	\$53,000
PE	STBG-50 to 200K	\$364,685	\$23,632	\$208,483	\$0	\$0	\$0	\$596,800
PE	Towns	\$91,171	\$5,908	\$52,121	\$0	\$0	\$0	\$149,200
Total PE		\$455,856	\$29,540	\$313,604	\$0	\$0	\$0	\$799,000
ROW	STBG-50 to 200K	\$0	\$0	\$65,792	\$0	\$0	\$0	\$65,792
ROW	Towns	\$0	\$0	\$16,448	\$0	\$0	\$0	\$16,448
Total ROW		\$0	\$0	\$82,240	\$0	\$0	\$0	\$82,240
CON	Non Par Other	\$0	\$0	\$504,000	\$0	\$0	\$0	\$504,000
CON	STBG-50 to 200K	\$0	\$0	\$1,200,000	\$4,513,600	\$0	\$0	\$5,713,600
CON	Towns	\$0	\$0	\$300,000	\$1,128,400	\$0	\$0	\$1,428,400
Total CON		\$0	\$0	\$2,004,000	\$5,642,000	\$0	\$0	\$7,646,000
Total Prior Costs		\$455,856	\$0	\$0	\$0	\$0	\$0	\$455,856
Total Programmed		\$455,856	\$29,540	\$2,399,844	\$5,642,000	\$0	\$0	\$8,527,240

Previously Approved Amendment 43552 - ROCHESTER

State ID 43552	Lead Agency Muni/Local	Project Type Roadway	Performance Measures -
Functional Classification NA			
Project Description Widen '3,450' from north of Spldg Tpk ramp to Toyota entrance, add signal and sidewalk.			
Regional Planning Commission SRPC	Clean Air Code -	Regionally Significant -	

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	STBG-50 to 200K	\$364,685	\$23,632	\$182,130	\$0	\$0	\$0	\$570,447
PE	Towns	\$91,171	\$5,908	\$45,532	\$0	\$0	\$0	\$142,611
Total PE		\$455,856	\$29,540	\$227,662	\$0	\$0	\$0	\$713,058
ROW	STBG-50 to 200K	\$0	\$0	\$65,792	\$0	\$0	\$0	\$65,792
ROW	Towns	\$0	\$0	\$16,448	\$0	\$0	\$0	\$16,448
Total ROW		\$0	\$0	\$82,240	\$0	\$0	\$0	\$82,240
CON	STBG-50 to 200K	\$0	\$0	\$0	\$2,718,032	\$0	\$0	\$2,718,032
CON	Towns	\$0	\$0	\$0	\$679,508	\$0	\$0	\$679,508
Total CON		\$0	\$0	\$0	\$3,397,540	\$0	\$0	\$3,397,540
Total Prior Costs		\$455,856	\$0	\$0	\$0	\$0	\$0	\$455,856
Total Programmed		\$455,856	\$29,540	\$309,902	\$3,397,540	\$0	\$0	\$4,192,838

CURRENT CHANGE REASON	N/A
PROJECT CHANGES	Plan Revision Name changed from "November 2025 Minors" to "25-28 Amendment 3" Project Type changed from "Roadway" to "To Be Assigned"
FUNDING CHANGES	<p>STBG-50 to 200K</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in PE from \$182,130 to \$208,483 - Decrease funds in FY 2026 in CON from \$2,718,032 to \$1,200,000 + Increase funds in FY 2027 in CON from \$0 to \$4,513,600 <p>Towns</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in PE from \$45,532 to \$52,121 - Decrease funds in FY 2026 in CON from \$679,508 to \$300,000 + Increase funds in FY 2027 in CON from \$0 to \$1,128,400 <p>Non Par Other</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in PE from \$0 to \$53,000 + Increase funds in FY 2026 in CON from \$0 to \$504,000
FEDERAL PROJECT COST	Increased from \$3,354,271 to \$6,376,192 (90.09%)
TOTAL PROJECT COST	Increased from \$4,192,838 to \$8,527,240 (103.38%)

45271 - TECHNOLOGY TRANSFER CENTER

State ID 45271 Lead Agency Muni/Local Project Type To Be Assigned Performance Measures -

Functional Classification
NA

Project Description
Funding for the Technology Transfer Center @ UNH 2026-2027

Regional Planning Commission - Clean Air Code ATT Regionally Significant No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
OTHER	Local Tech Assistance Program	\$0	\$0	\$210,000	\$210,000	\$0	\$0	\$420,000
OTHER	Non Par Other	\$0	\$0	\$15,000	\$15,000	\$0	\$0	\$30,000
OTHER	State Planning and Research	\$0	\$0	\$255,246	\$255,246	\$0	\$0	\$510,492
OTHER	Toll Credit	\$0	\$0	\$11,312	\$11,312	\$0	\$0	\$22,624
Total OTHER		\$0	\$0	\$491,558	\$491,558	\$0	\$0	\$983,116
Total Programmed		\$0	\$0	\$491,558	\$491,558	\$0	\$0	\$983,116

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Stays the same \$983,116

Federal Highway Formula and Match Funding for 2026

Financially Constrained by Funding Category

Funding Category	*Federal Apportionment (A)	Proposed Transfers	Previous FY Carryover (B)	Total Federal Available (C) = (A + B)	State Match (D)	Local/Other Match (E)	Total Resources Available (F) = (C + D + E)	Total Programmed	Surplus/(Deficit)
Carbon Reduction Program 50k - 200k	\$ 763,414		\$ 1,492,369	\$ 2,255,783		\$ -	\$ 2,255,783	\$ -	\$ 2,255,783
Carbon Reduction Program 5k to 49,999	\$ 491,409		\$ 1,643,838	\$ 2,135,247		\$ -	\$ 2,135,247	\$ -	\$ 2,135,247
Carbon Reduction Program Flex	\$ 1,939,909		\$ -	\$ 1,939,909		\$ -	\$ 1,939,909	\$ 1,939,909	\$ -
Carbon Reduction Program Under 5k	\$ 1,518,064		\$ -	\$ 1,518,064		\$ -	\$ 1,518,064	\$ 1,518,064	\$ -
Carbon Reduction Program>200k	\$ 829,801		\$ 3,205,108	\$ 4,034,909		\$ 314,100	\$ 4,349,009	\$ 1,570,500	\$ 2,778,509
Congestion Mitigation and Air Quality Program	\$ 11,961,734	\$ (2,000,000)	\$ 6,149,147	\$ 18,110,881		\$ 2,693,701	\$ 20,804,582	\$ 13,794,080	\$ 5,010,502
Highway Safety Improvement Program (HSIP)	\$ 12,999,175		\$ -	\$ 12,999,175		\$ 524,713	\$ 13,523,888	\$ 10,106,020	\$ 3,417,868
National Highway Freight	\$ 6,078,319	\$ (11,979,034)	\$ 5,900,715	\$ 11,979,034		\$ -	\$ 11,979,034	\$ -	\$ -
National Highway Performance	\$ 122,565,517	\$ (48,853,774)	\$ -	\$ 122,565,517		\$ 323,794	\$ 122,889,311	\$ 74,035,536	\$ -
PROTECT	\$ 6,302,330		\$ 94,952	\$ 6,397,282		\$ -	\$ 6,397,282	\$ 2,982,887	\$ 3,414,395
Recreational Trails	\$ 1,255,265		\$ 2,526,159	\$ 3,781,424		\$ -	\$ 3,781,424	\$ 2,688,171	\$ 1,093,252
RL - Rail Highway	\$ 805,258		\$ 4,094,742	\$ 4,900,000		\$ 110,000	\$ 5,010,000	\$ 284,000	\$ 4,726,000
**State Planning and Research	\$ 6,689,493		\$ 2,103,916	\$ 8,026,407		\$ 903,418	\$ 8,929,825	\$ 7,186,044	\$ 1,743,781
STBG-5 to 49,999	\$ 4,046,407	\$ 3,851,117	\$ -	\$ 4,046,407		\$ 1,792,105	\$ 5,838,512	\$ 9,689,628	\$ -
STBG-50 to 200K	\$ 6,286,169	\$ 577,344	\$ -	\$ 6,286,169		\$ 703,442	\$ 6,989,611	\$ 7,566,955	\$ -
STBG-Areas Over 200K	\$ 6,832,823	\$ 7,301,010	\$ 0	\$ 6,832,823		\$ 1,534,300	\$ 8,367,123	\$ 15,668,133	\$ -
STBG-Non Urban Areas Under 5K	\$ 12,500,173	\$ 12,623,341	\$ -	\$ 12,500,173		\$ 146,078	\$ 12,646,251	\$ 25,269,593	\$ -
STBG-Off System Bridge	\$ 4,897,123		\$ 4,518,819	\$ 9,415,942		\$ -	\$ 9,415,942	\$ 5,203,182	\$ 16,836,101
***STBG-State Flexible	\$ 19,387,388	\$ 38,479,996	\$ 1,711,711	\$ 21,086,420		\$ 483,295	\$ 21,569,716	\$ 57,589,453	\$ 2,460,259
TAP-50K to 200K	\$ 714,051		\$ 598,169	\$ 1,312,220		\$ 109,237	\$ 1,421,458	\$ 981,704	\$ 439,754
TAP-5K to 49,999	\$ 459,635		\$ -	\$ 459,635		\$ 64,400	\$ 524,035	\$ 426,255	\$ 97,780
TAP-Areas Over 200K	\$ 776,146		\$ 3,045,437	\$ 3,821,583		\$ 54,214	\$ 3,875,797	\$ 985,088	\$ 2,890,709
TAP-Flex	\$ 2,341,681		\$ 5,406,069	\$ 7,747,750		\$ -	\$ 7,747,750	\$ 2,204,322	\$ 5,543,428
TAP-Non Urban Areas Under 5K	\$ 1,419,904		\$ -	\$ 1,419,904		\$ 557,377	\$ 1,977,281	\$ 1,761,888	\$ 215,393
Totals	\$ 233,861,188	\$ -	\$ 42,491,152	\$ 275,572,658	\$ -	\$10,314,174	\$ 285,886,832	\$ 243,451,412	\$ 55,058,761

* As of SoF 11/26/25

**Includes \$767,002 from Metropolitan Planning

***Includes \$12,679 from SoF RETURN 1% RTP ADMIN

2027 Federal Highway Formula and Match Funding

Funding Category	*Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 50k - 200k	\$ 763,414		\$ -	\$ 763,414	\$ -
Carbon Reduction Program 5k to 49,999	\$ 491,409		\$ -	\$ 491,409	\$ -
Carbon Reduction Program Flex	\$ 1,939,909		\$ -	\$ 1,939,909	\$ -
Carbon Reduction Program Under 5k	\$ 1,518,064		\$ -	\$ 1,518,064	\$ -
Carbon Reduction Program>200k	\$ 829,801		\$ -	\$ 829,801	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734		\$ 1,299,820	\$ 13,261,554	\$ 6,650,149
Highway Safety Improvement Program (HSIP)	\$ 12,999,175		\$ -	\$ 12,999,175	\$ 10,328,661
National Highway Freight	\$ 6,078,319		\$ -	\$ 6,078,319	\$ -
National Highway Performance	\$ 122,565,517		\$ -	\$ 122,565,517	\$ 63,396,961
PROTECT	\$ 6,302,330		\$ -	\$ 6,302,330	\$ -
Recreational Trails	\$ 1,255,265		\$ -	\$ 1,255,265	\$ 2,688,171
RL - Rail Highway	\$ 805,258		\$ -	\$ 805,258	\$ 135,000
**State Planning and Research	\$ 6,689,493		\$ -	\$ 6,689,493	\$ 7,186,044
STBG-5 to 49,999	\$ 4,046,407		\$ 226,840	\$ 4,273,247	\$ 2,710,316
STBG-50 to 200K	\$ 6,286,169		\$ 1,145,889	\$ 7,432,058	\$ 12,637,967
STBG-Areas Over 200K	\$ 6,832,823		\$ 1,846,324	\$ 8,679,147	\$ 18,743,027
STBG-Non Urban Areas Under 5K	\$ 12,500,173		\$ -	\$ 12,500,173	\$ 33,211,275
STBG-Off System Bridge	\$ 4,897,123		\$ 265,917	\$ 5,163,040	\$ 4,235,485
***STBG-State Flexible	\$ 19,374,709		\$ 296,585	\$ 19,671,294	\$ 70,357,129
TAP-50K to 200K	\$ 714,051		\$ 511,727	\$ 1,225,778	\$ 981,704
TAP-5K to 49,999	\$ 459,635		\$ 479,009	\$ 938,644	\$ 426,255
TAP-Areas Over 200K	\$ 776,146		\$ 572,742	\$ 1,348,888	\$ 985,088
TAP-Flex	\$ 2,341,681		\$ -	\$ 2,341,681	\$ 2,887,327
TAP-Non Urban Areas Under 5K	\$ 1,419,904		\$ 278,123	\$ 1,698,027	\$ 1,761,888

* As of SoF 11/26/25 -Level Funding

**Includes \$767,002 from Metropolitan Planning

***Includes \$12,679 from SoF RETURN 1% RTP ADMIN

2028 Federal Highway Formula and Match Funding

Funding Category	*Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 50k - 200k	\$ 763,414		\$ -	\$ 763,414	\$ -
Carbon Reduction Program 5k to 49,999	\$ 491,409		\$ -	\$ 491,409	\$ -
Carbon Reduction Program Flex	\$ 1,939,909		\$ -	\$ 1,939,909	\$ -
Carbon Reduction Program Under 5k	\$ 1,518,064		\$ -	\$ 1,518,064	\$ -
Carbon Reduction Program>200k	\$ 829,801		\$ -	\$ 829,801	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734		\$ 756,166	\$ 12,717,900	\$ 3,780,831
Highway Safety Improvement Program (HSIP)	\$ 12,999,175		\$ -	\$ 12,999,175	\$ 10,271,512
National Highway Freight	\$ 6,078,319		\$ -	\$ 6,078,319	\$ -
National Highway Performance	\$ 122,565,517	\$ -	\$ 2,180	\$ 122,567,697	\$ 61,032,373
PROTECT	\$ 6,302,330		\$ -	\$ 6,302,330	\$ -
Recreational Trails	\$ 1,255,265		\$ -	\$ 1,255,265	\$ 2,200,955
RL - Rail Highway	\$ 805,258		\$ -	\$ 805,258	\$ 160,000
**State Planning and Research	\$ 6,689,493		\$ -	\$ 6,689,493	\$ 7,186,044
STBG-5 to 49,999	\$ 4,046,407		\$ 108,994	\$ 4,155,401	\$ 1,344,269
STBG-50 to 200K	\$ 6,286,169		\$ 819,059	\$ 7,105,228	\$ 14,502,084
STBG-Areas Over 200K	\$ 6,832,823		\$ 145,849	\$ 6,978,672	\$ 15,210,886
STBG-Non Urban Areas Under 5K	\$ 12,500,173		\$ 4,482	\$ 12,504,655	\$ 47,799,062
STBG-Off System Bridge	\$ 4,897,123		\$ 1,785,857	\$ 6,682,980	\$ 8,614,947
***STBG-State Flexible	\$ 19,374,709		\$ 18,529	\$ 19,393,238	\$ 59,787,406
TAP-50K to 200K	\$ 714,051		\$ 590,745	\$ 1,304,796	\$ 981,704
TAP-5K to 49,999	\$ 459,635		\$ 512,553	\$ 972,188	\$ 426,255
TAP-Areas Over 200K	\$ 776,146		\$ 295,847	\$ 1,071,993	\$ 985,088
TAP-Flex	\$ 2,341,681		\$ 22,889	\$ 2,364,570	\$ 2,887,327
TAP-Non Urban Areas Under 5K	\$ 1,419,904		\$ 48,624	\$ 1,468,528	\$ 1,761,888

* As of SoF 11/26/25 - Level Funding

**Includes \$767,002 from Metropolitan Planning

***Includes \$12,679 from SoF RETURN 1% RTP ADMIN

Federal Highway Non-Formula Funds

2025	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 68,732,376	\$ -	\$ 5,227,503	\$ 73,959,878	\$ 73,959,878
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 2,912,545	\$ -	\$ 706,886	\$ 3,619,431	\$ 3,619,431
Forest Highways	\$ 70,000	\$ -	\$ -	\$ 70,000	\$ 70,000
Highway Infrastructure Exempt Funds	\$ 23,950,037	\$ -	\$ 323,341	\$ 24,273,377	\$ 24,273,377
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 28,485,347	\$ -	\$ -	\$ 28,485,347	\$ 28,485,347
National Highway Performance Exempt	\$ -	\$ -	\$ -	\$ -	\$ -
NEVI	\$ 3,850,000	\$ -	\$ -	\$ 3,850,000	\$ 3,850,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ -	\$ -	\$ 390,000	\$ 390,000	\$ 390,000
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 128,423,604	\$ 25,000	\$ 6,647,730	\$ 135,096,334	\$ 135,096,334
2026					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 18,361,629	\$ -	\$ 1,130,900	\$ 19,492,529	\$ 19,492,529
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 8,100,538	\$ -	\$ 1,913,884	\$ 10,014,422	\$ 10,014,422
Forest Highways	\$ 497,000	\$ -	\$ -	\$ 497,000	\$ 497,000
Highway Infrastructure Exempt Funds	\$ 5,468	\$ -	\$ -	\$ 5,468	\$ 5,468
Local Tech Assistance Program	\$ 210,000	\$ -	\$ -	\$ 210,000	\$ 210,000
MOBIL	\$ 2,750,000	\$ -	\$ -	\$ 2,750,000	\$ 2,750,000
National Highway Performance Exempt	\$ -	\$ -	\$ -	\$ -	\$ -
National Electric Vehical Infrastructure (NEVI)	\$ 8,482,283	\$ -	\$ -	\$ 8,482,283	\$ 8,482,283
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ -	\$ -	\$ 390,080	\$ 390,080	\$ 390,080
State Transportation Innovation Council (STIC) Funding	\$ 2,660,000	\$ 25,000	\$ -	\$ 2,685,000	\$ 2,685,000
TOTAL	\$ 41,207,218	\$ 25,000	\$ 3,434,864	\$ 44,667,083	\$ 44,667,083
2027					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 34,876,380	\$ -	\$ 3,394,384	\$ 38,270,765	\$ 38,270,765
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 4,260,660	\$ -	\$ 915,859	\$ 5,176,519	\$ 5,176,519
Forest Highways	\$ 1,147,000	\$ -	\$ -	\$ 1,147,000	\$ 1,147,000
Highway Infrastructure Exempt Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tech Assistance Program	\$ 210,000	\$ -	\$ -	\$ 210,000	\$ 210,000
MOBIL	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Performance Exempt	\$ -	\$ -	\$ -	\$ -	\$ -
National Electric Vehical Infrastructure (NEVI)	\$ 3,261,118	\$ -	\$ -	\$ 3,261,118	\$ 3,261,118
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ -	\$ -	\$ 390,000	\$ 390,000	\$ 390,000
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 43,995,458	\$ 25,000	\$ 4,700,244	\$ 48,720,702	\$ 48,720,702
2028					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 20,187,168	\$ -	\$ 4,111,921	\$ 24,299,089	\$ 24,299,089
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tech Assistance Program	\$ 210,000	\$ -	\$ -	\$ 210,000	\$ 210,000
MOBIL	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Performance Exempt	\$ -	\$ -	\$ -	\$ -	\$ -
National Electric Vehical Infrastructure (NEVI)	\$ -	\$ -	\$ -	\$ -	\$ -
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ -	\$ -	\$ 390,000	\$ 390,000	\$ 390,000
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 21,064,468	\$ 25,000	\$ 4,501,921	\$ 25,591,389	\$ 25,591,389

Federal Transit Administration Funding

2025	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 19,109,245	\$ -	\$ 10,903,715	\$ 30,012,960	\$ 30,012,960
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 5,185,418	\$ -	\$ 1,296,354	\$ 6,481,772	\$ 6,481,772
FTA5311-Nonurbanized Area (Rural) formula program	\$ 13,621,093	\$ -	\$ 7,334,434	\$ 20,955,527	\$ 20,955,527
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 9,822,387	\$ 3,927	\$ 2,448,397	\$ 12,274,711	\$ 12,274,711
TOTAL	\$ 47,738,142	\$ 3,927	\$ 21,982,901	\$ 69,724,970	\$ 69,724,970
2026					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 11,183,407	\$ -	\$ 7,478,488	\$ 18,661,895	\$ 18,661,895
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 2,076,512	\$ -	\$ 519,128	\$ 2,595,640	\$ 2,595,640
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,732,260	\$ -	\$ 3,625,063	\$ 10,357,323	\$ 10,357,323
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 26,136,393	\$ 4,086	\$ 6,526,608	\$ 32,667,086	\$ 32,667,086
TOTAL	\$ 46,128,571	\$ 4,086	\$ 18,149,287	\$ 64,281,944	\$ 64,281,944
2027					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 8,547,553	\$ -	\$ 6,302,240	\$ 14,849,793	\$ 14,849,793
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 2,118,042	\$ -	\$ 529,511	\$ 2,647,553	\$ 2,647,553
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,866,905	\$ -	\$ 3,697,564	\$ 10,564,469	\$ 10,564,469
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 5,016,565	\$ 4,167	\$ 1,246,501	\$ 6,267,234	\$ 6,267,234
TOTAL	\$ 22,549,065	\$ 4,167	\$ 11,775,817	\$ 34,329,049	\$ 34,329,049
2028					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 18,562,504	\$ -	\$ 8,888,489	\$ 27,450,993	\$ 27,450,993
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 2,160,402	\$ -	\$ 540,101	\$ 2,700,503	\$ 2,700,503
FTA5311-Nonurbanized Area (Rural) formula program	\$ 7,004,243	\$ -	\$ 3,771,516	\$ 10,775,759	\$ 10,775,759
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 5,116,897	\$ 4,251	\$ 1,271,431	\$ 6,392,579	\$ 6,392,579
TOTAL	\$ 32,844,046	\$ 4,251	\$ 14,471,537	\$ 47,319,834	\$ 47,319,834

Innovative & State Funding (All projects)

	Federal Available	State Available	Other/Local Available	Turnpike	Total Resources	Total Programmed
2025						
BETTERMENT-State Funded	\$ -	\$ 64,458,977	\$ -	\$ -	\$ 64,458,977	\$ 64,458,977
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 1,888,026	\$ -	\$ -	\$ -	\$ 1,888,026	\$ 1,888,026
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 322,237	\$ -	\$ 322,237	\$ 322,237
State Aid Bridge (SAB)	\$ -	\$ 144,000	\$ 36,000	\$ -	\$ 180,000	\$ 180,000
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 46,124,135	\$ 4,943,167	\$ -	\$ 51,067,302	\$ 51,067,302
Turnpike Capital	\$ -	\$ -	\$ -	\$ 34,342,724	\$ 34,342,724	\$ 34,342,724
Turnpike Program	\$ -	\$ -	\$ -	\$ 437,224	\$ 437,224	\$ 437,224
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ -	\$ -	\$ 46,046,912	\$ 46,046,912	\$ 46,046,912
TOTAL	\$ 1,888,026	\$ 110,727,112	\$ 5,301,404	\$ 80,826,860	\$ 198,743,401	\$ 198,743,401
2026						
BETTERMENT-State Funded	\$ -	\$ 42,931,324	\$ -	\$ -	\$ 42,931,324	\$ 42,931,324
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 18,643,465	\$ -	\$ 3,672,855	\$ -	\$ 22,316,320	\$ 22,316,320
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ 262,264	\$ 65,566	\$ -	\$ 327,830	\$ 327,830
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 66,109,033	\$ 4,607,574	\$ -	\$ 70,716,608	\$ 70,716,608
Turnpike Capital	\$ -	\$ -	\$ -	\$ 40,389,332	\$ 40,389,332	\$ 40,389,332
Turnpike Program	\$ -	\$ -	\$ -	\$ 433,152	\$ 433,152	\$ 433,152
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ -	\$ -	\$ 90,422,970	\$ 90,422,970	\$ 90,422,970
TOTAL	\$ 18,643,465	\$ 109,302,622	\$ 8,345,996	\$ 131,245,454	\$ 267,537,536	\$ 267,537,536
2027						
BETTERMENT-State Funded	\$ -	\$ 35,373,028	\$ -	\$ -	\$ 35,373,028	\$ 35,373,028
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 17,597,626	\$ -	\$ 368,938	\$ -	\$ 17,966,564	\$ 17,966,564
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ 418,825	\$ 104,706	\$ -	\$ 523,531	\$ 523,531
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 35,497,237	\$ 3,022,883	\$ -	\$ 38,520,120	\$ 38,520,120
Turnpike Capital	\$ -	\$ -	\$ -	\$ 50,894,949	\$ 50,894,949	\$ 50,894,949
Turnpike Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ -	\$ -	\$ 51,819,241	\$ 51,819,241	\$ 51,819,241
TOTAL	\$ 17,597,626	\$ 71,289,090	\$ 3,496,527	\$ 102,714,190	\$ 195,097,433	\$ 195,097,433
2028						
BETTERMENT-State Funded	\$ -	\$ 30,750,174	\$ -	\$ -	\$ 30,750,174	\$ 30,750,174
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 7,197,626	\$ -	\$ 368,938	\$ -	\$ 7,566,564	\$ 7,566,564
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 38,751,412	\$ 3,836,426	\$ -	\$ 42,587,838	\$ 42,587,838
Turnpike Capital	\$ -	\$ -	\$ -	\$ 30,773,406	\$ 30,773,406	\$ 30,773,406
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ -	\$ -	\$ 57,487,756	\$ 57,487,756	\$ 57,487,756
TOTAL	\$ 7,197,626	\$ 69,501,585	\$ 4,205,364	\$ 88,261,161	\$ 169,165,737	\$ 169,165,737